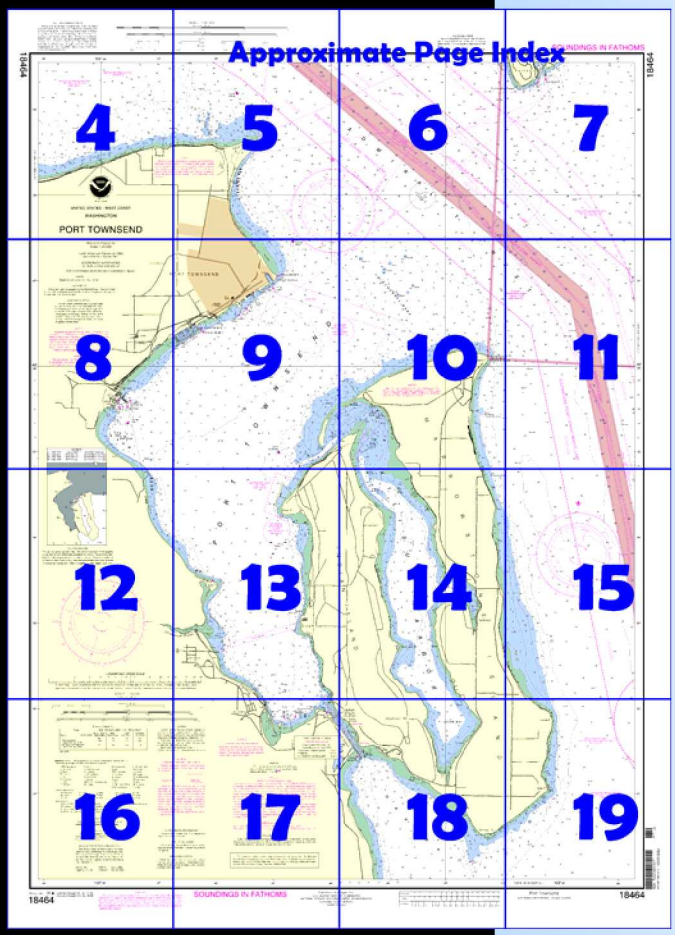
BookletChart™

Port Townsend

(NOAA Chart 18464)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE

Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

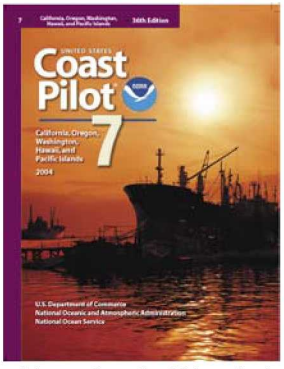
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 7, Chapter 13 excerpts]

(31) **Point Wilson** is the W point to Admiralty Inlet and Puget Sound.

(32) **Point Wilson Light** (48°08'39"N., 122°45'17"W.), 51 feet above the water, is shown from a white octagonal tower on a building on the E extremity of the low point. A fog signal is at the light.

(36) **Port Townsend,** immediately S of Point Wilson, is entered between Point Hudson and Marrowstone Point. It extends in a general SSW direction for 2.5 miles, and then turns SSE for 3 miles, with a reduced width to its head. Inside Point Hudson, depths generally range from 5 to 20 fathoms. It is an excellent harbor and is easily entered, however, mariners are warned to be aware of strong side currents that exist in Admiralty Inlet. The prevailing winds in summer are from W to SW, and in winter are generally in the SE quadrant.

(37) **Point Hudson,** on the W shore 1.7 miles SSE of Point Wilson, is low and sandy. It is marked by a light and fog signal. The outer limits of the shoal making out from the point are marked by a lighted bell buoy NE of the light.

(38) **Marrowstone Point,** the E point at the entrance to Port Townsend, is low at its extremity, but rises abruptly to a bluff about 120 feet high. The buildings of the former Fort Flagler, now a recreation area of the Washington Parks system, are about 0.5 mile to the S. The fort pier, with depths of about 20 feet at its face, is in poor condition. A fish haven is near the pier in about 48°05'28"N. 122°41'23"W. **Marrowstone Point Light** (48°06'06"N., 122°41'16"W.), 28 feet above the water, is shown from a 20-foot white square structure on the E edge of the point; a fog signal is at the light. Piling of former piers and anchor piling for wartime submarine nets extend up to 500 yards offshore 0.6 and 1.6 miles W of the light.

(39) **Midchannel Bank,** covered 4¾ to 10 fathoms, extends NW from Marrowstone Point about 2 miles toward Point Wilson. The bank has several submerged obstructions and large boulders on the bottom. Due to the nature of the bottom and the existence of cross currents from Admiralty Inlet, the bank is unsuitable for safe anchorage.

(40) **Port Townsend,** the principal town, is on the W shore immediately W of Point Hudson. The depths at the wharves range from 8 to 30 feet along the faces. The only commercial traffic, other than fishing boats and ferries, is at Port Townsend Paper Corporation papermill SW of the town at Glen Cove.

(49) **Point Hudson Harbor,** just W of Point Hudson, is leased by the Port of Port Townsend to a private company. The entrance, protected by jetties, is marked by a private light on the end of the S jetty.

(55) **Glen Cove,** about 2.2 miles SW of Point Hudson, is the site of the Port Townsend papermill, at the N end of the cove. The 480-foot-long pier has reported depths of 30 feet alongside and a deck height of 18 feet. A private light and fog signal, on the seaward end of the pier, are maintained by the mill. A slight current may be encountered, and the use of an anchor is recommended in docking. Fuel oil tankers use the N side of the wharf; paper products are shipped from the S side. The large white building and tall stacks of the mill are prominent, as is the smoke.

(56) A naval restricted area is in the E part of the harbor off **Walan Point** (48°04'18"N., 122°44'47"W.).

(57) **Irondale,** on the W shore about 1.5 miles from the head of the bay, is the site of a former iron foundry. Shoal water extends nearly 0.3 mile from the shore at this place. Log booms extend N 0.8 mile to **Kala Point,** which is marked by a light.

(58) **Port Hadlock,** a village at the head of the harbor, has landings with depths of 10 and 12 feet. The Port of Port Townsend maintains a mooring float during the summer. Gasoline is available in the town. Submerged pilings are in the vicinity of the mooring float, and local knowledge is necessary to avoid them.

(60) **Port Townsend Canal,**Canal, Port Townsend 18471, 18464 a dredged passage giving access to Oak Bay to the SE, is subject to considerable shoaling. In September 1995, the controlling depth was 13 feet. The S entrance is jettied; a light and daybeacon mark the S entrance. A light is at the N entrance.

(63) **Kilisut Harbor,** between **Indian Island** on the W and **Marrowstone Island** on the E, is a narrow inlet extending about 4 miles in a SSE direction. A Navy ammunition depot is on Indian Island. The entrance to Kilisut Harbor is 2.5 miles WSW of Marrowstone Point. The entrance channel is winding. In October 1981, a reported depth of 5 feet was in the entrance channel. A submerged pile is N of the entrance in about 48°05'13"N., 122°44'24"W.; caution is advised when approaching Kilisut Harbor from N. The village of **Nordland** is on the E side of **Mystery Bay,** a small shallow cove midway on the E side of Kilisut Harbor.

Table of Selected Chart Notes

Corrected through NM Jul. 01/06
Corrected through LNM Jun. 20/06

HEIGHTS

Heights in feet above Mean High Water.

NOTE C

NAVAL OPERATING AREAS

Mariners should use caution as naval craft may be maneuvering within the areas. For further information consult Local Notices to Mariners.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.673" southward and 4.604" westward to agree with this chart.

Mercator Projection
Scale 1:20,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Seattle, WA	KHB-60	162.55 MHz
Puget Sound, WA	WWG-24	162.425 MHz

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.

Refer to charted regulation section numbers.

NOTE B

Mariners are cautioned that the Washington State Ferries may deviate from the published standard routes due to inclement weather, traffic conditions, navigational hazards or other emergency conditions.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Additional information can be obtained at nauticalcharts.noaa.gov.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

COLREGS, 80.1395 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

NOTE E

TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designated to aid in the prevention of collisions in the Puget Sound waters, but are not intended in any way to supersede or alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation Zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones, use extreme caution.

Precautionary Areas have been established where major lanes merge and cross the traffic separation scheme. It is recommended that vessels proceed with caution in these areas. Wherever practical, vessels entering or leaving the system should do so at these precautionary areas. For more information regarding Traffic Separation Scheme procedures and regulations, see 33 CFR 167 and / or chapter 2 of the U.S. Coast Pilot.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
	feet	feet	feet	feet
Port Townsend (48°07'N/122°45'W)	8.6	7.9	2.6	-5.0
Oak Bay, Admiralty Inlet (48°01'N/122°43'W)	9.4	8.6	2.6	-4.5

(Jun 2005)

PRINT-ON-DEMAND CHARTS

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SCALE 1:20,000

Nautical Miles: 0, ½, 1

Statute Miles: ½, 0, ½, 1

Yards: 500, 0, 500, 1000, 1500, 2000

Meters: 500, 0, 500, 1000, 1500, 2000

18464

49' 122° 48' 47' 46'

CONTINUED ON CHART 18

09'

08'

07'

CONTINUED ON CHART 18471

RESTRICTED AREA 334.1210 (see note A)

REGULATED NAVIGATION AREA 165.1301 and 165.1303 (see note A)

Tide rips

R "6" Fl R 4s

Foul

Point Wilson TR

Piles

NOTE D

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Puget Sound area. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. The entire area of the chart falls within the Vessel Traffic Services (VTS) system.

NOAA

NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION

U.S. DEPARTMENT OF COMMERCE

COAST SURVEY

UNITED STATES - WEST COAST

WASHINGTON

PORT TOWNSEND

Mercator Projection
Scale 1:20,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which

PORT TOWNSEND

POST OFFICE

CLOCK TOWER

Joins page 8

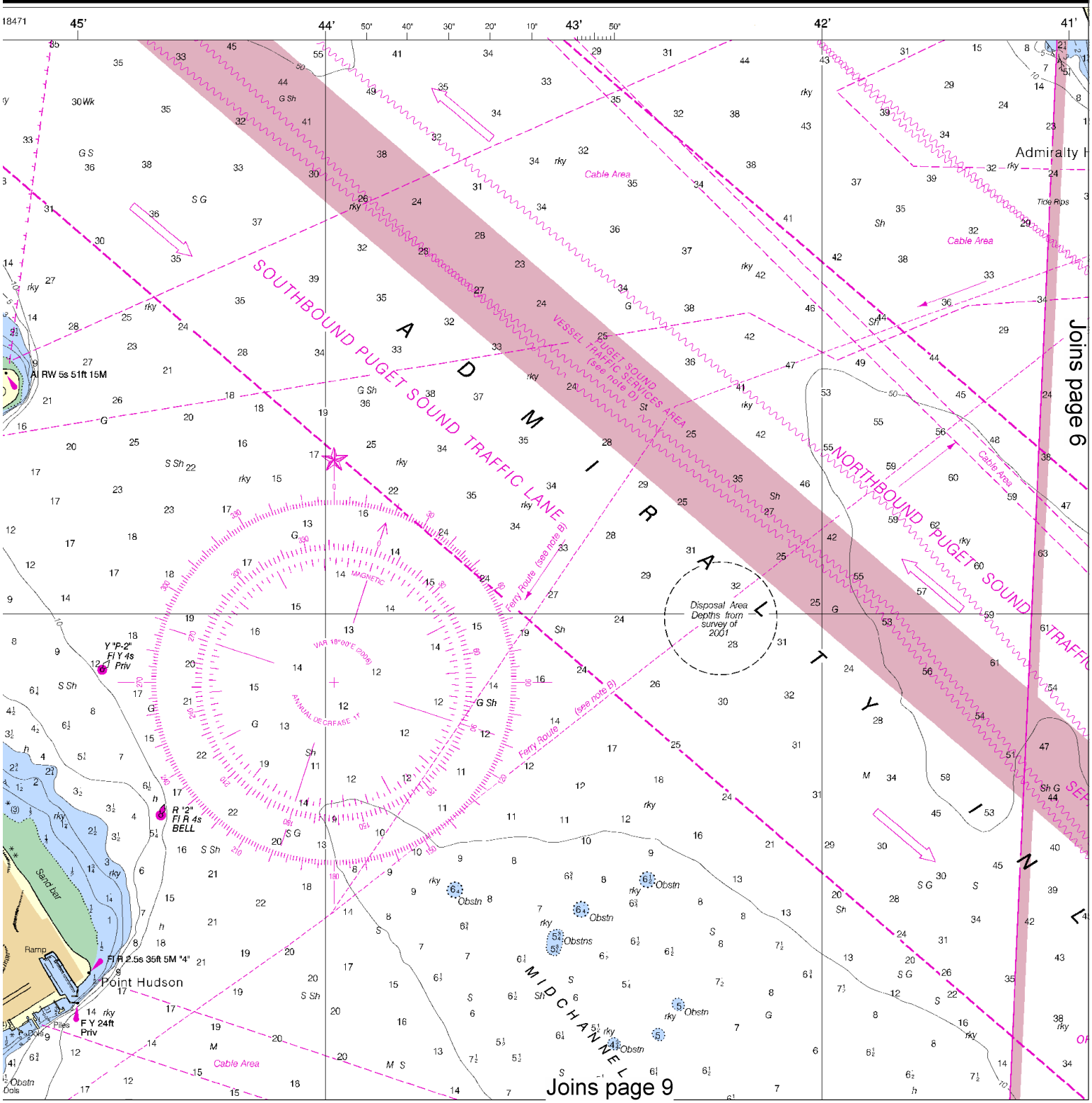
North

Printed at reduced scale. ~~SCALE 1:20,000~~

Nautical Miles: 0, 1, 1 ½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500

See Note on page 5.



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

SCALE 1:20,000

Nautical Miles

½ 1 1½

Statute Miles

½ 1 1½

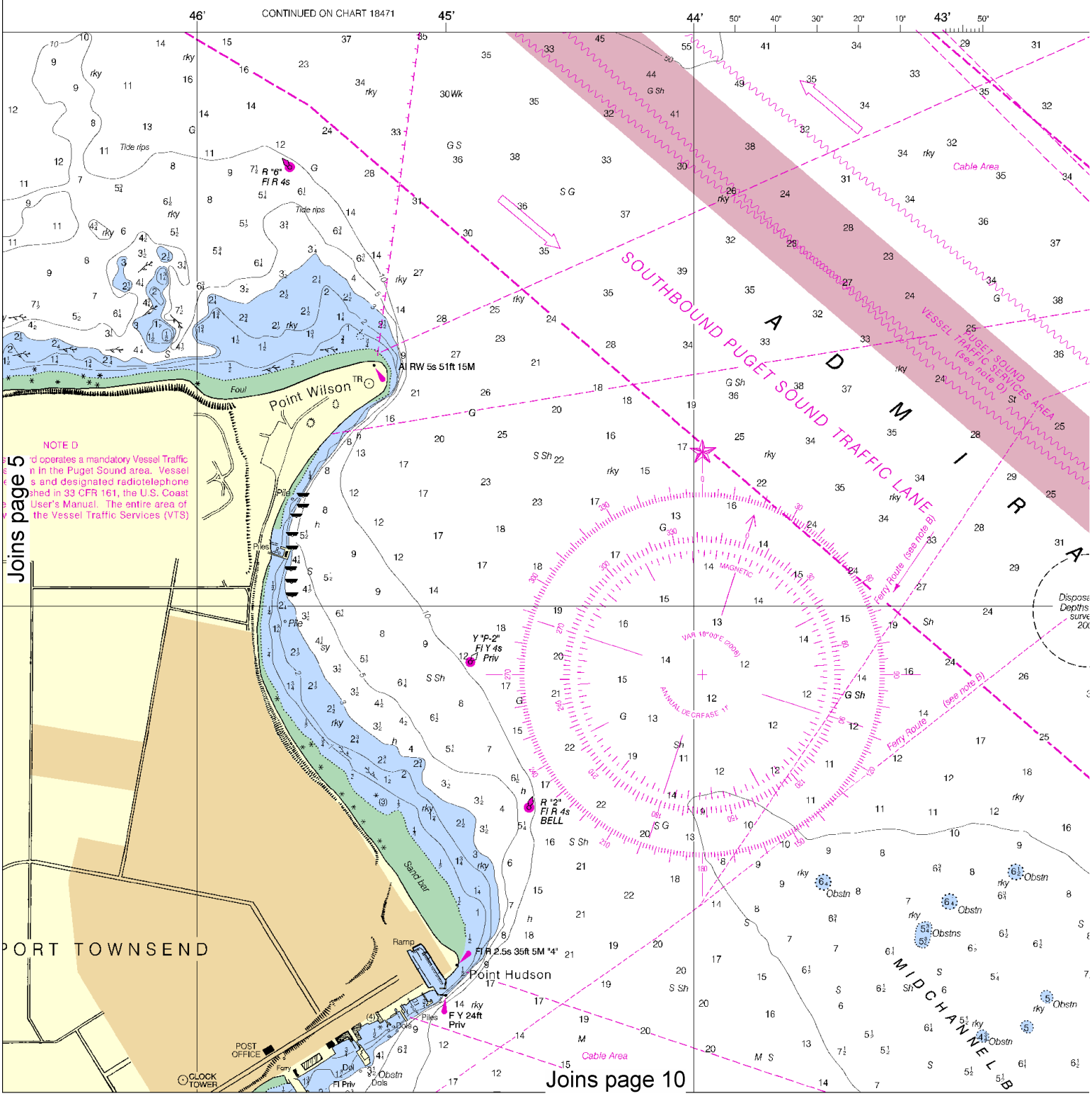
Yards

500 1000 1500 2000 2500

Meters

500 1000 1500 2000 2500

Formerly C&GS 6405, 1st Ed., Jan 1892 KAPP 1722



North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles

0 1 1½

Yards

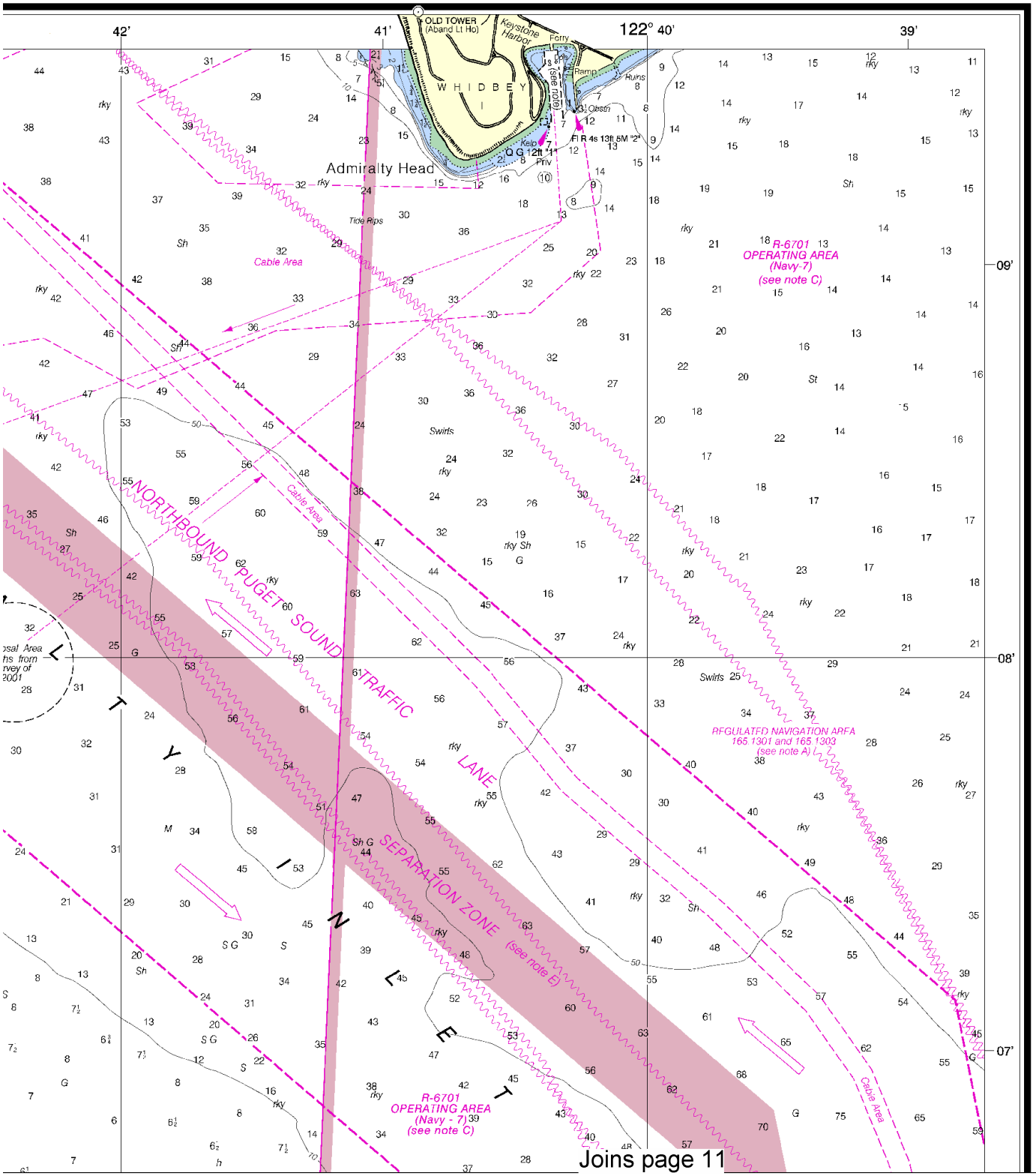
500 0 500 1000 1500 2000 2500

KEYSTONE HARBOR
The controlling depth at MLLW was 19½ feet in the Entrance Channel and 8 feet in the Mooring Basin, except for shoaling along the edges of the Basin.

May 2001

SOUNDINGS IN FATHOMS

18464



Joins page 11

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: n/a .

Joins page 4

PORT TOWNSEND

Mercator Projection
Scale 1:20,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

HORIZONTAL DATUM
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NOTE A
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Refer to charted regulation section numbers.

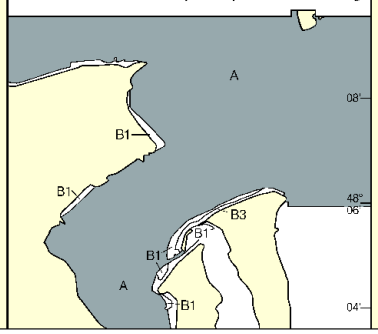
WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

PORT TOWNSEND

POST OFFICE
CLOCK TOWER
Hospital
CUPOLA
Ramp
Pile ED
Pile ruins
SNCT RR
LIGHT OBSCURED
STACK
STACK
F Y 25ft "A" Priv
F Y 30ft "A" HORN (Bl 19s) Priv 7
F Y 25ft "B" Priv
F Y 30ft "B" Priv
Fl Y 6s Priv
Mooring platforms
Glen Cove
Obstn
Ruins
Piles
Fl R 4s 15ft 3M "2"
Fl G 4s 15ft 4M "1"
2 Fl Y 10s 6 Priv
Fl Priv
Fender
Dolphins
Submerged piles
Submerged dolphins
9¼ FT JUL 2000
M Sh
PA

SOURCE

A	1990-2002	NOS Surveys	Full bottom coverage
B1	1990-2001	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage



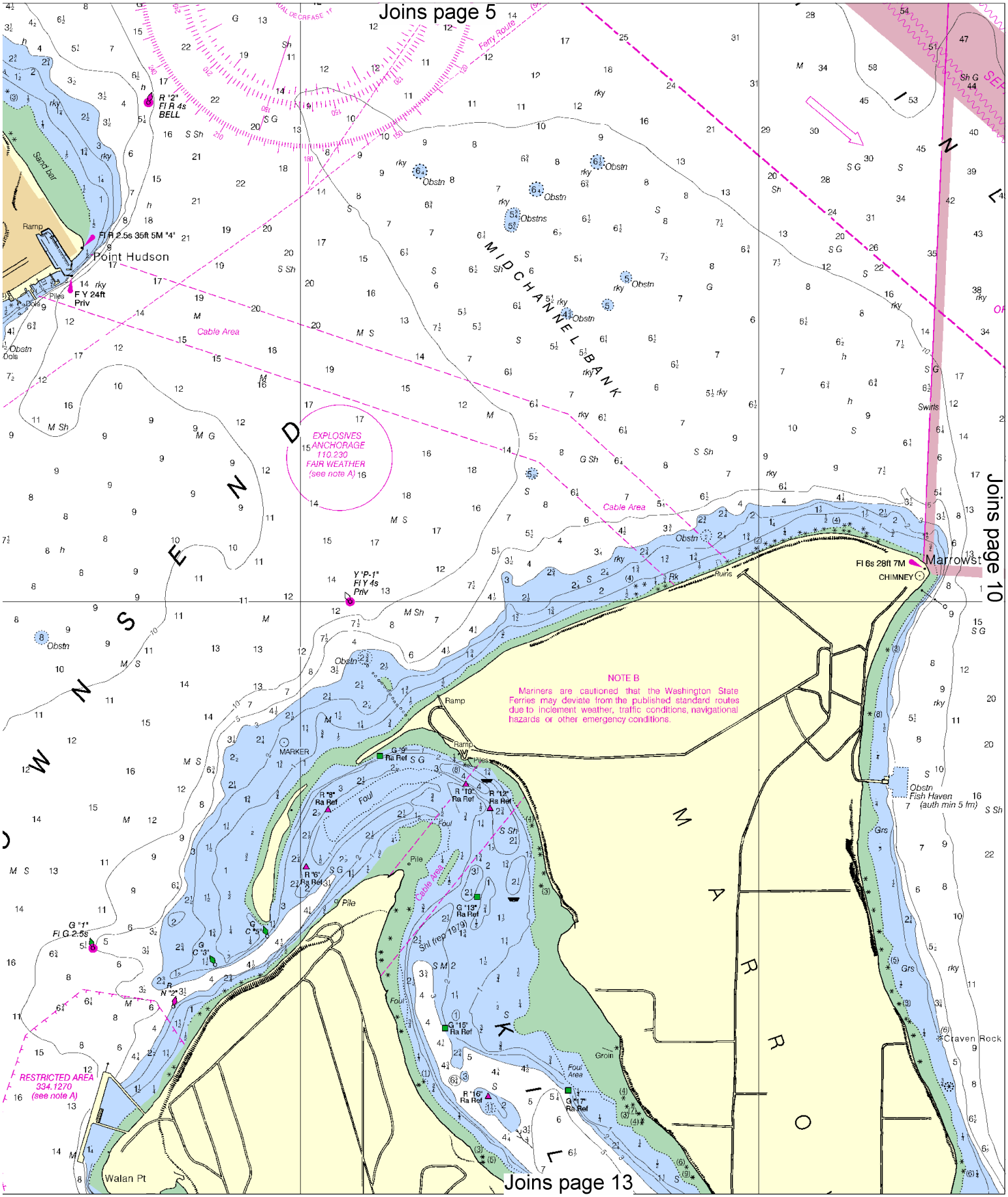
Joins page 12

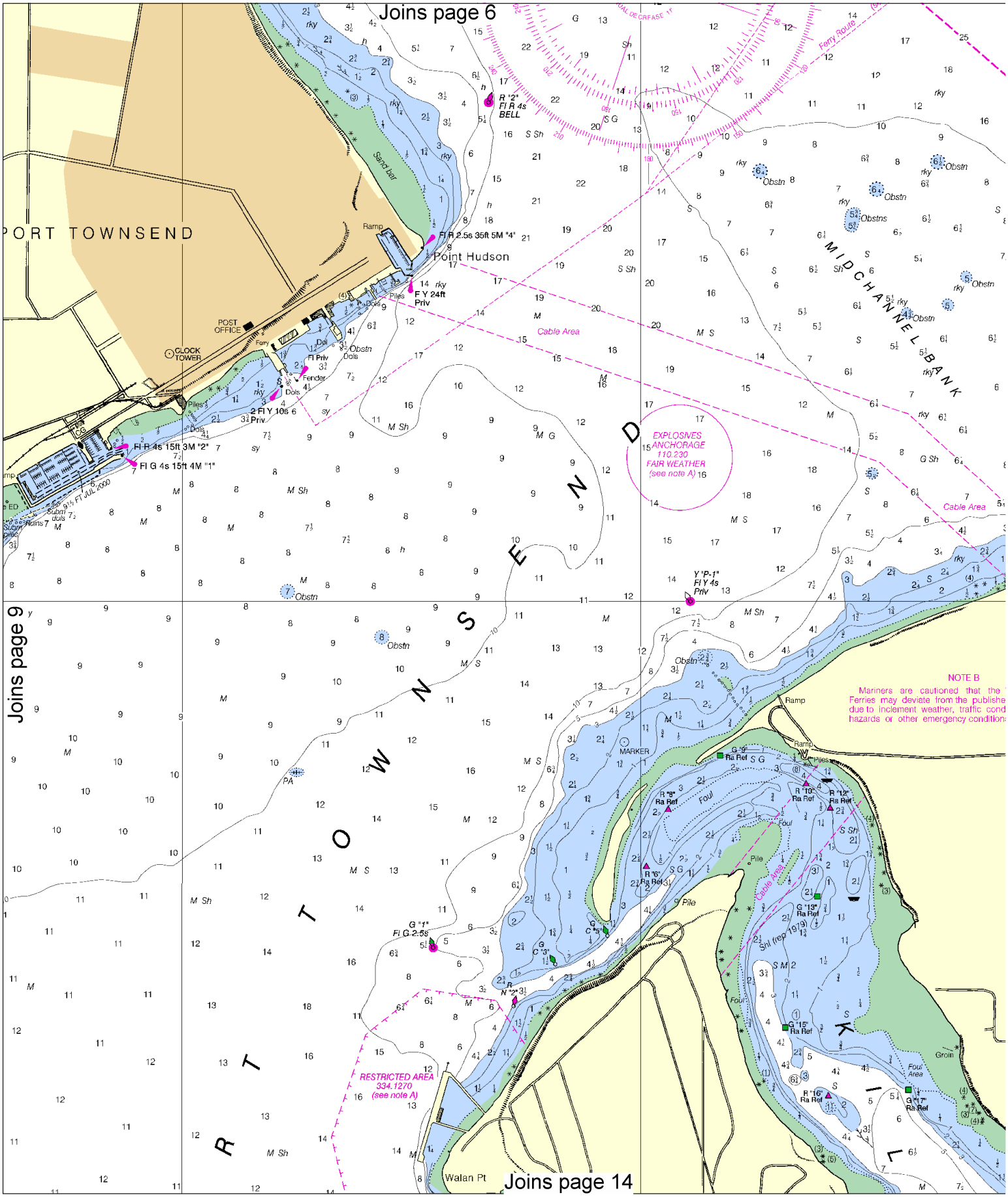
North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500


Joins page 5
Joins page 10
Joins page 13
Point Hudson
Fl R 2.5s 35ft 5M "4"
R "2" Fl R 4s BELL
F Y 24ft Priv
Sand bar
Ramp
Piles
Dols
Obstn
Cable Area
MIDCHANNEL BANK
EXPLOSIVES ANCHORAGE 110.230 FAIR WEATHER (see note A)
Y "P-1" Fl Y 4s Priv
Marrowstone
Fl 6s 28ft 7M
CHIMNEY
Ruins
NOTE B
Mariners are cautioned that the Washington State Ferries may deviate from the published standard routes due to inclement weather, traffic conditions, navigational hazards or other emergency conditions.
MARKER
G "9" Ra Ref
R "8" Ra Ref
R "10" Ra Ref
R "12" Ra Ref
R "6" Ra Ref
G "13" Ra Ref
G "15" Ra Ref
R "16" Ra Ref
G "17" Ra Ref
G "1" Fl G 2.5s
C "5"
C "3"
N "2"
Pile
Foul
Foul Area
Groin
Fish Haven
(auth min 5 fm)
Craven Rock
RESTRICTED AREA 334.1270 (see note A)
Walan Pt
PUGET SOUND
MARROWSTONE ISLAND
Ferry Route

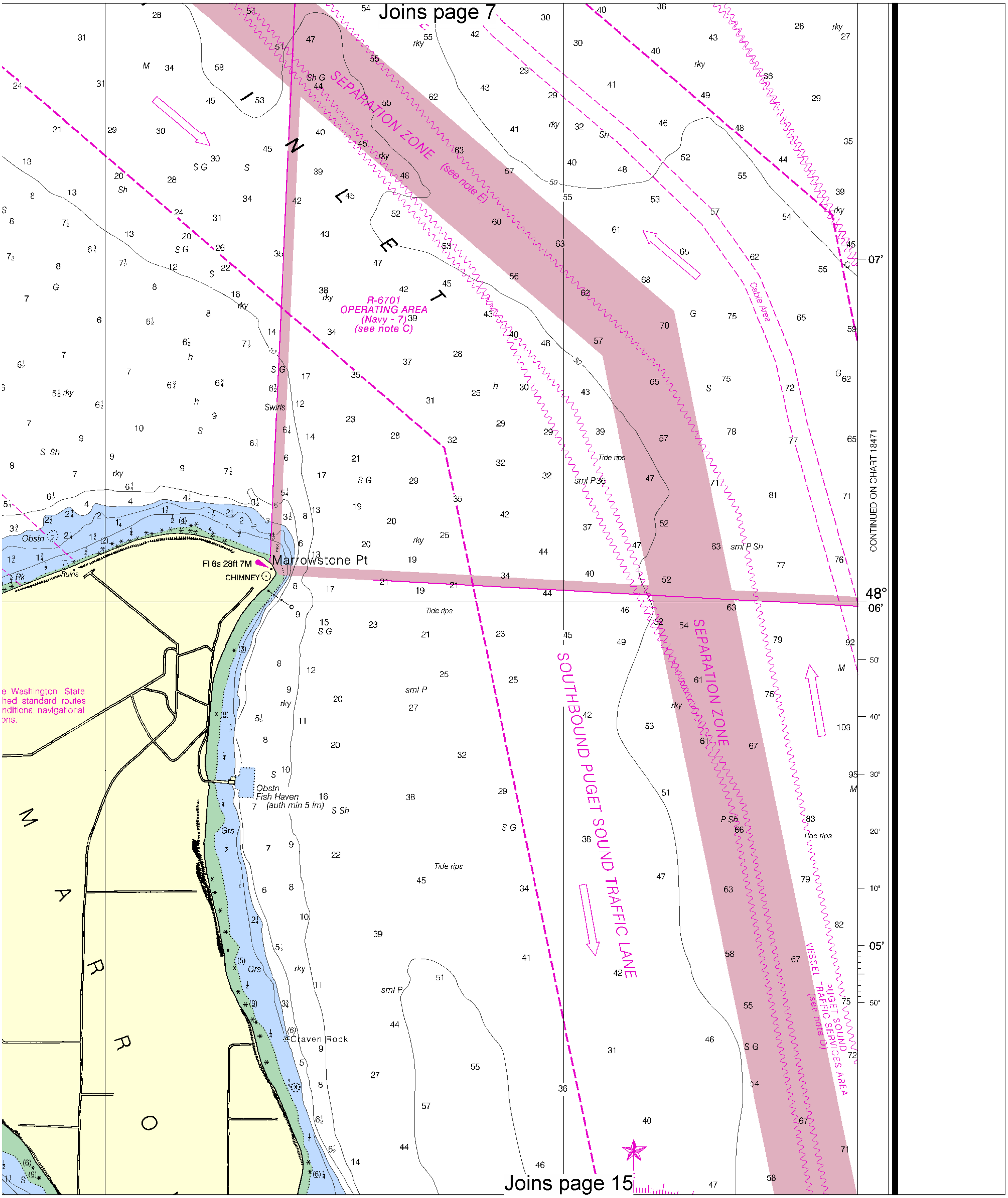


North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

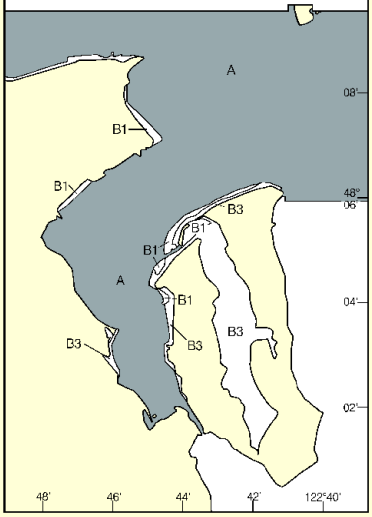
Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500


Joins page 7
SEPARATION ZONE (see note E)
INLET
R-6701
OPERATING AREA
(Navy - 7)
(see note C)
Cable Area
Marrowstone Pt
Fl 6s 28ft 7M
CHIMNEY
Swirls
Tide rips
48°
06'
07'
CONTINUED ON CHART 18471
SEPARATION ZONE
SOUTHBOUND PUGET SOUND TRAFFIC LANE
Obstn
Fish Haven
(auth min 5 fm)
Craven Rock
MARRO
VESSEL TRAFFIC SERVICES AREA
PUGET SOUND
(see note D)
Joins page 15

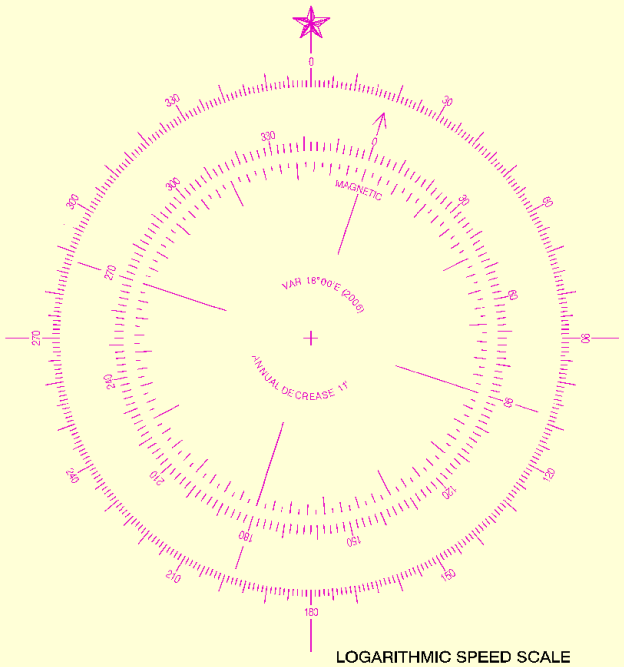
Joins page 8

SOURCE		
A 1990-2002	NOS Surveys	Full bottom coverage
B1 1990-2001	NOS Surveys	partial bottom coverage
B2 1970-1989	NOS Surveys	partial bottom coverage
B3 1940-1969	NOS Surveys	partial bottom coverage



SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.



LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the spread is 16.0 knots

SCALE 1:20,000

Nautical Miles

Statute Miles

Yards

Meters

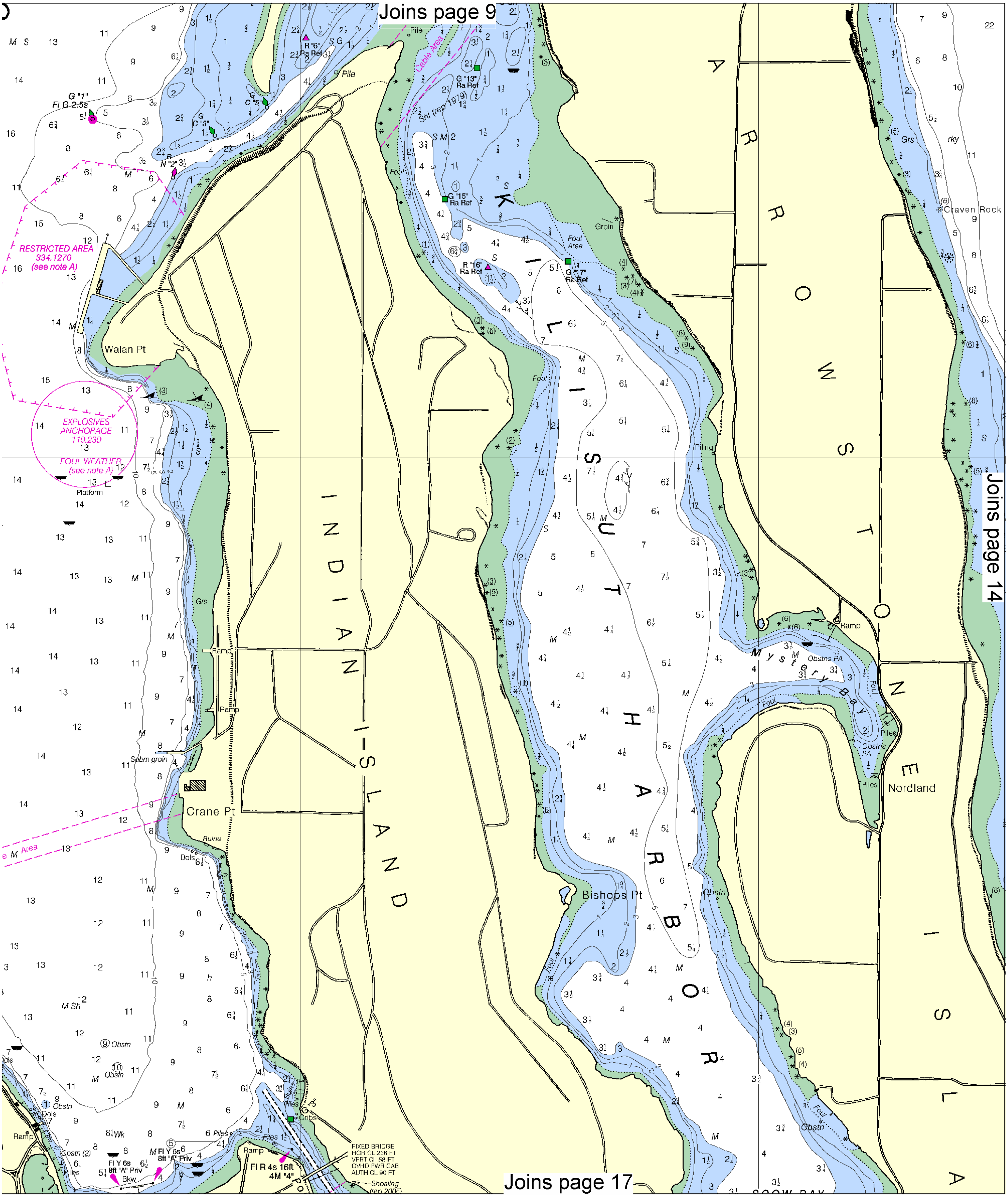
Joins page 16

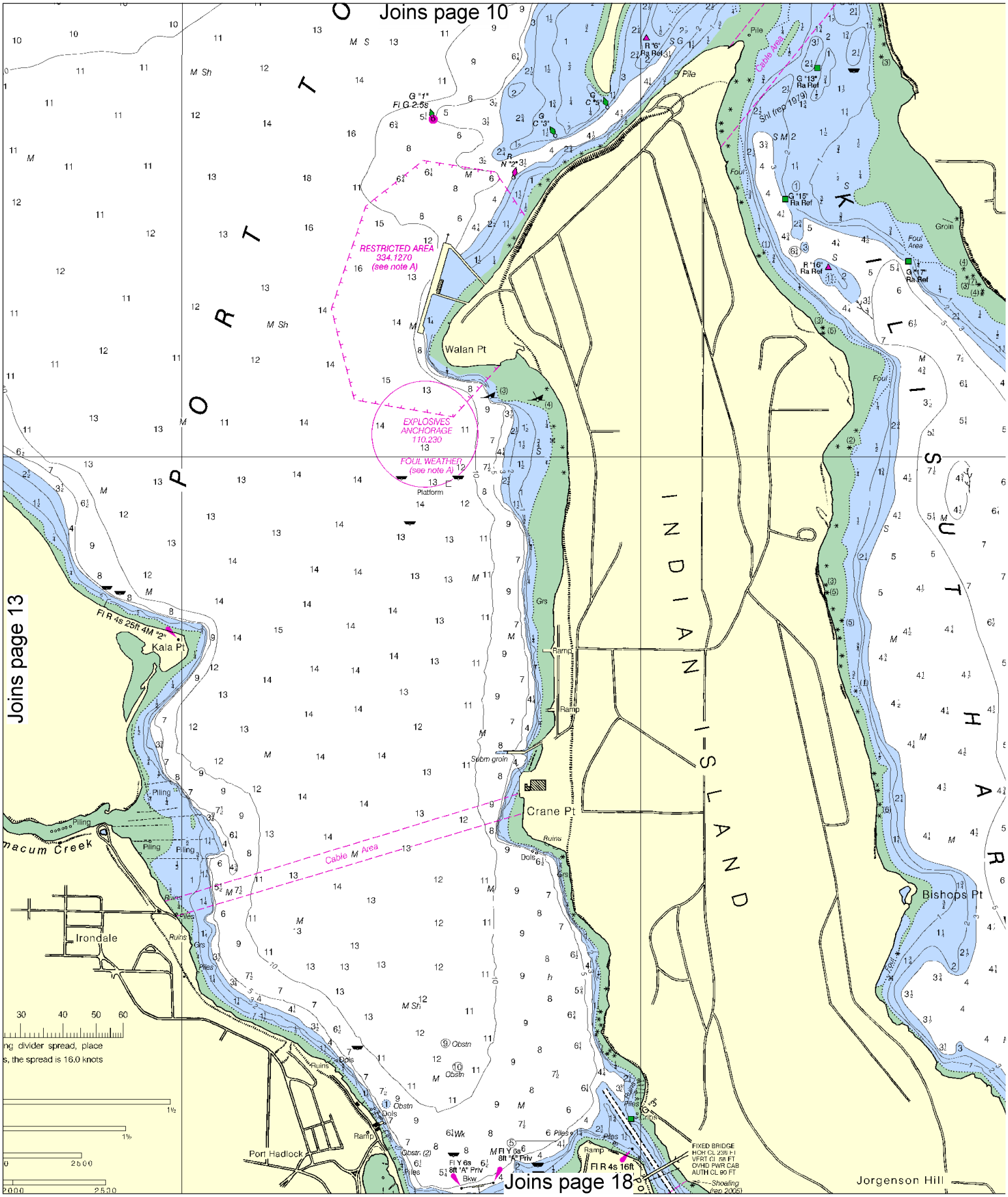
North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles

Yards


Joins page 9
Joins page 14
Joins page 17
KILISUT HARBOR
INDIAN ISLAND
MARROWSTONE ISLAND
Walan Pt
Crane Pt
Bishops Pt
Mystery Bay
Nordland
Craven Rock
RESTRICTED AREA
334.1270
(see note A)
EXPLOSIVES
ANCHORAGE
110.230
FOUL WEATHER
(see note A)
Cable Area
Platform
Ramp
Subm groin
Ruins
Groin
Piling
Foul Area
Obstns PA
FIXED BRIDGE
HOR CL 236 FT
VERT CL 58 FT
OVHD PWR CAB
AUTH CL 90 FT
Shoaling
(rep 2005)
FI R 4s 16ft
4M "4"
SCOW BAY

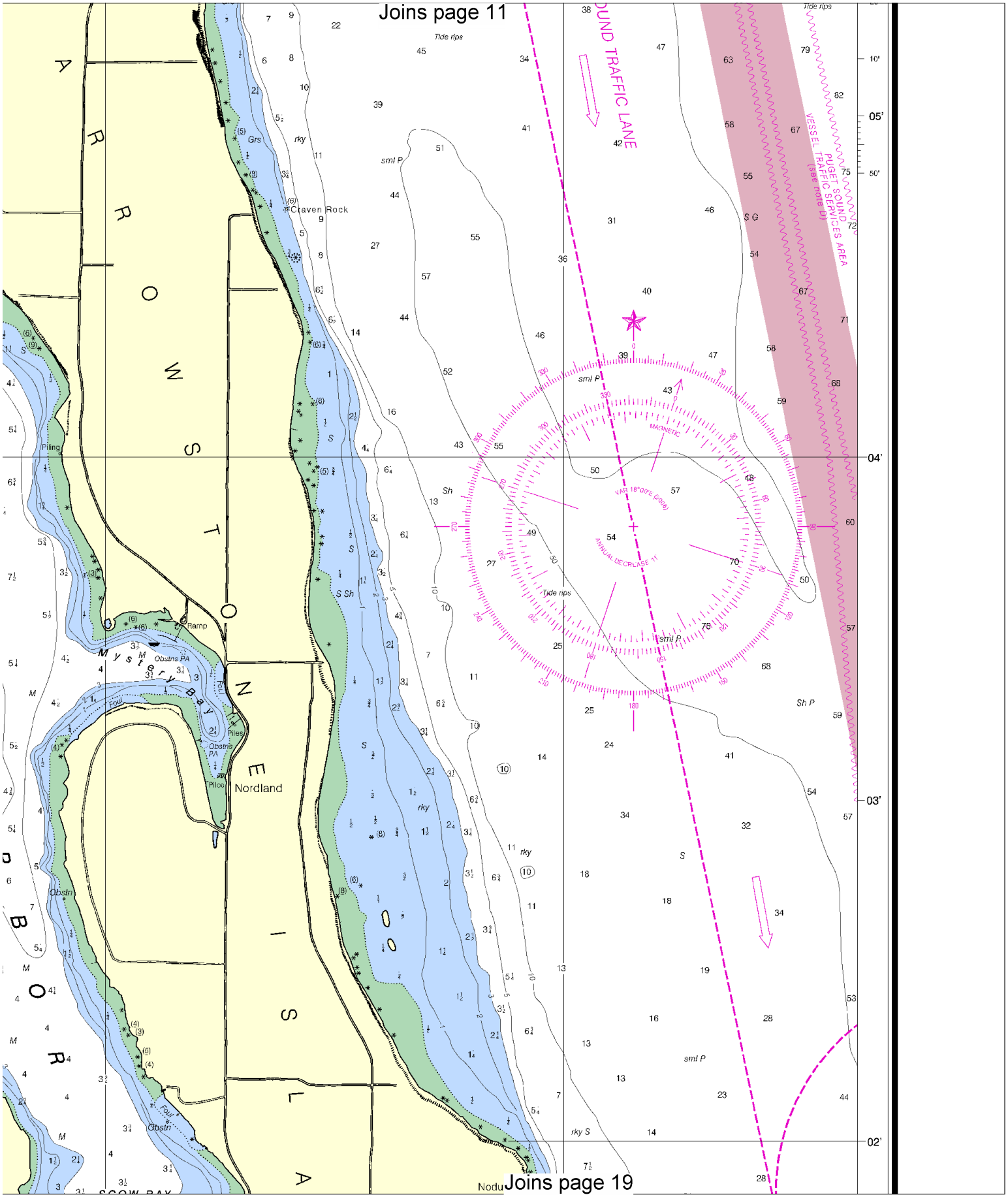


North

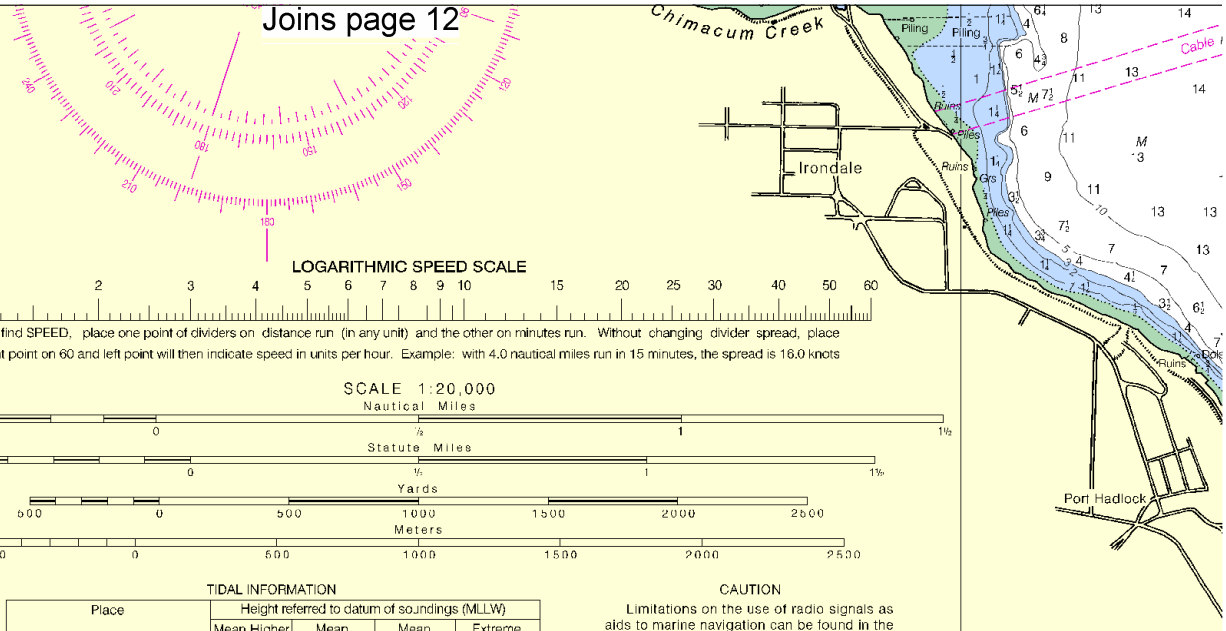
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500


Joins page 11
ARROWSTONE
ISLAND
Nordland
Mystery Bay
Ramp
Piling
Craven Rock
Grs
rky
sml P
Tide rips
Obstn
Obstns PA
Foul
Pile
Piles
Sh
S Sh
Sh P
S
S G
rky S
VAR 18°00'E (2006)
ANNUAL DECREASE 11'
MAGNETIC
PUGET SOUND TRAFFIC LANE
PUGET SOUND VESSEL TRAFFIC SERVICES AREA
(see note D)
Joins page 19

Joins page 12



LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the spread is 16.0 knots

SCALE 1:20,000

Nautical Miles

½ 0 ½ 1 1½

Statute Miles

⅞ 0 ½ 1 1⅛

Yards

500 0 500 1000 1500 2000 2500

Meters

500 0 500 1000 1500 2000 2500

02'

01'

TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
	feet	feet	feet	feet
Port Townsend (48°07'N/122°45'W)	8.6	7.9	2.6	-5.0
Oak Bay, Admiralty Inlet (48°01'N/122°43'W)	9.4	8.6	2.6	-4.5

(Jun 2005)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
G green
IQ interrupted quick
Iso isophase
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code
N nun
OBSC obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref racar reflector
R Bn radiobeacon
R TR radio tower
Rot rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow

Bottom characteristics:

Blds boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
gy gray
H hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky

Miscellaneous:

AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Seattle, WA	KHB-60	162.55 MHz
Puget Sound, WA	WWG-24	162.425 MHz

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE C

NAVAL OPERATING AREAS

Mariners should use caution as na craft may be maneuvering within areas. For further information cor Local Notices to Mariners.

Marin tective r structure

TI

One-way traffic lanes o all vessels traveling betw aid in the prevention not intended in any wa Road. Separation zones and to be free of ship t for crossing purposes. W extreme caution.

Precautionary Areas and cross the traffic sepa with caution in these area system should do so at th Traffic Separation Schem chapter 2 of the U.S. Coa

International Regulation The entire area of this c

Report all spills of oi Center via 1-800-424-88 if telephone communicat

This naut cal chart ha Ocean Service encourage improving this chart to th Service, NOAA, Silver Sp

49' 122° 48' 47' 46'

25th Ed., Jul. / 06 ■ Corrected through NM Jul. 01/06
Corrected through LNM Jun. 20/06

18464

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS IN FA

16

North

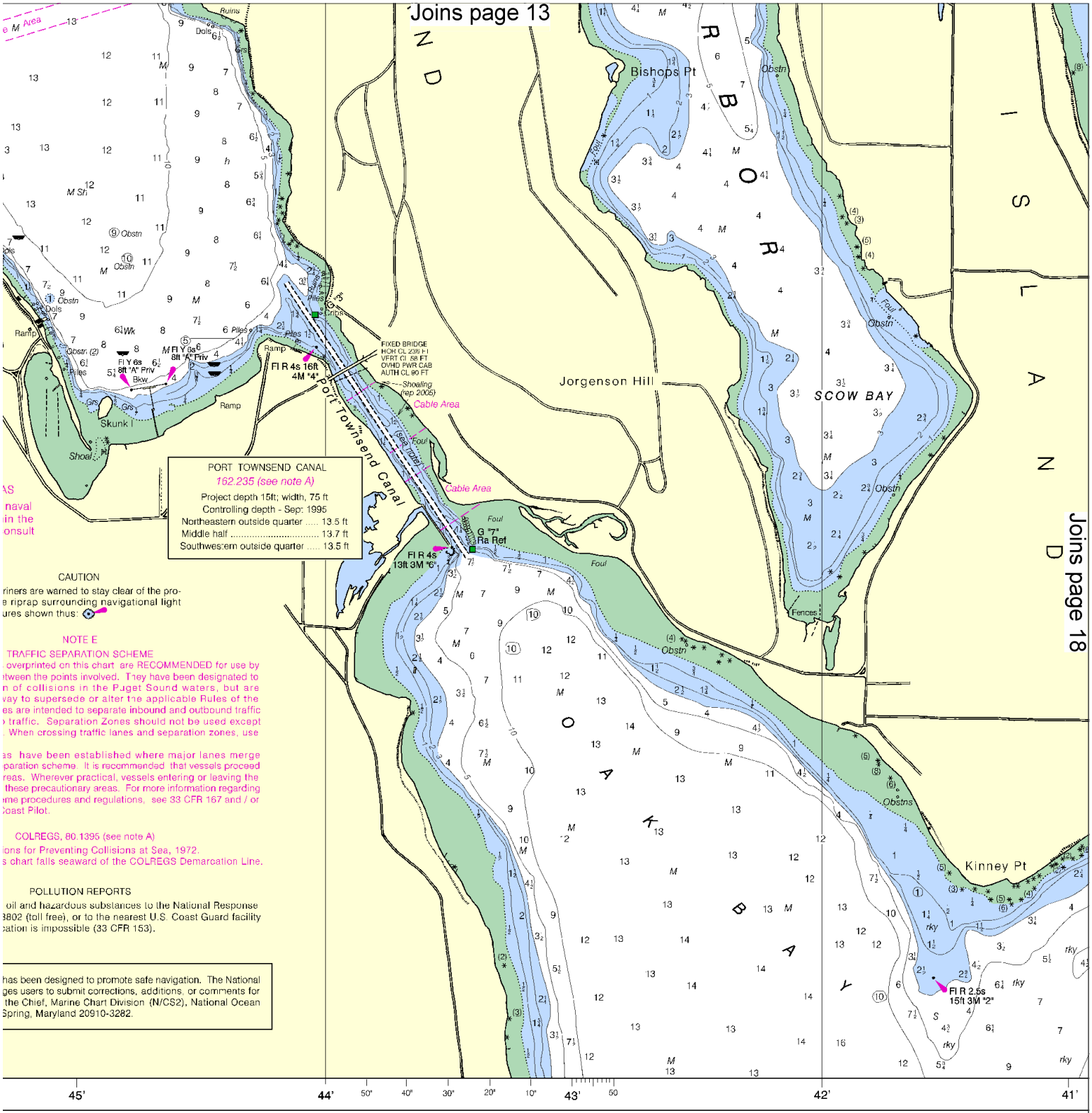
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles

0 1 1½

Yards

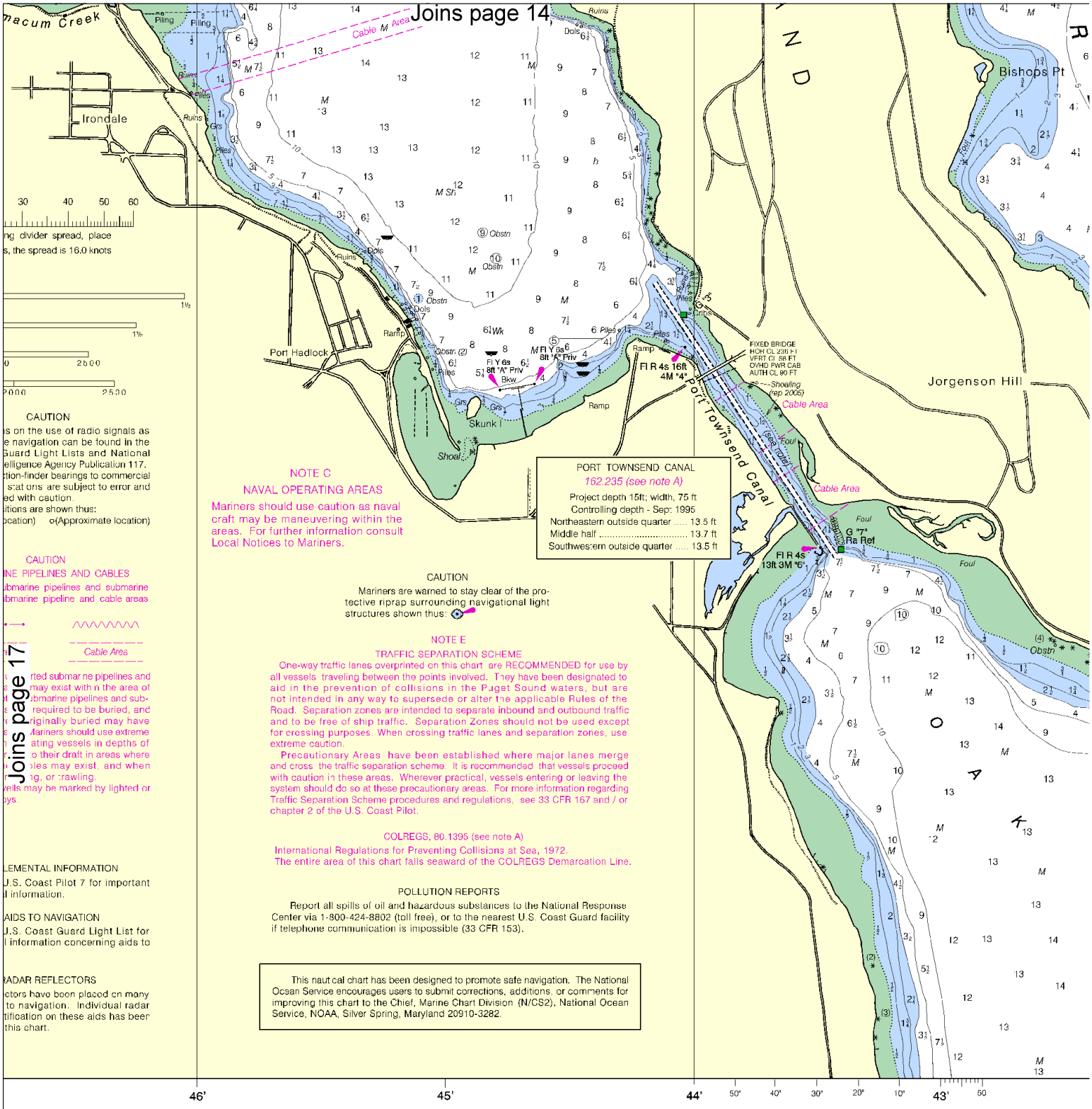
500 0 500 1000 1500 2000 2500



ATHOMS

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17
FEET	6 12 18 24 30 36 42 48 54 60 66 72 78 84 90 96 102
METERS	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31



CAUTION

...s on the use of radio signals as ...e navigation can be found in the ...Guard Light Lists and National ...elligence Agency Publication 117. ...ction-finder bearings to commercial ... stations are subject to error and ...ed with caution. ...itions are shown thus: ...ocation) o(Approximate location)

CAUTION

...NE PIPELINES AND CABLES ...ubmarine pipelines and submarine ...bmarine pipeline and cable areas

Cable Area

...rted submarine pipelines and ... may exist with in the area of ...ubmarine pipelines and sub- ... required to be buried, and ...riginally buried may have ... Mariners should use extreme ...ating vessels in depths of ...o their draft in areas where ...oles may exist, and when ...ng, or trawling. ...wells may be marked by lighted or ...oys.

...EMENTAL INFORMATION

...U.S. Coast Pilot 7 for important ...l information.

...AIDS TO NAVIGATION

...U.S. Coast Guard Light List for ...l information concerning aids to

...RADAR REFLECTORS

...ctors have been placed on many ... to navigation. Individual radar ...tification on these aids has been ... this chart.

NOTE C

NAVAL OPERATING AREAS

Mariners should use caution as naval craft may be maneuvering within the areas. For further information consult Local Notices to Mariners.

PORT TOWNSEND CANAL

162.235 (see note A)

Project depth 15ft; width, 75 ft
Controlling depth - Sep: 1995
Northeastern outside quarter ..... 13.5 ft
Middle half ..... 13.7 ft
Southwestern outside quarter ..... 13.5 ft

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

NOTE E

TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designated to aid in the prevention of collisions in the Puget Sound waters, but are not intended in any way to supersede or alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation Zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones, use extreme caution.

Precautionary Areas have been established where major lanes merge and cross the traffic separation scheme. It is recommended that vessels proceed with caution in these areas. Wherever practical, vessels entering or leaving the system should do so at these precautionary areas. For more information regarding Traffic Separation Scheme procedures and regulations, see 33 CFR 167 and / or chapter 2 of the U.S. Coast Pilot.

COLREGS, 80.1395 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

...published ... Notice to ...ict to the ...h Notice to ...available at

SOUNDINGS IN FATHOMS

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

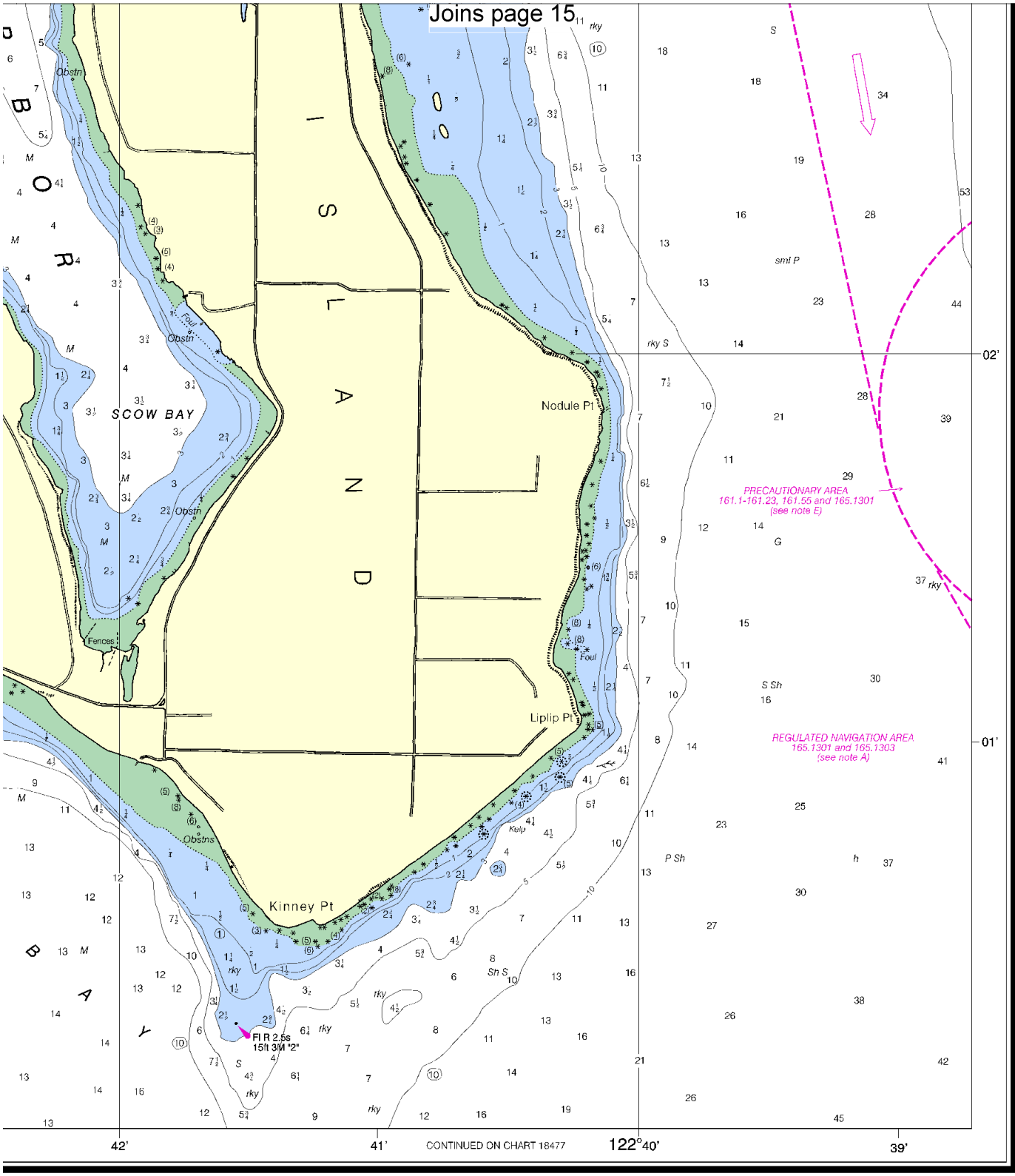
FATHOMS	1	2
FEET	6	12
METERS	1 2 3 4	

North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500



Port Townsend

SOUNDINGS IN FATHOMS - SCALE 1:20,000

18464

ED NO 25

NSN 7642014011517 NGA REFERENCE No. 18AHA18464

19

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Search & Rescue – 206-220-7001
Coast Guard Port Angeles – 360-457-4404
Commercial Vessel Assistance – 1-800-367-8222

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

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Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

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Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.